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December 14, 1900

3056

[Inclosure.]

Report of treatment of passengers' baggage for the week ended November 24, 1900, port of Santiago de Cuba.

Date.	Name of vessel.	Disinfected and passed.						Inspected and passed.					
		Formaldehyd gas.				Steam.							
		Boxes.	Bundles.	Trunks.	Valises.	Bundles.	Trunks.	Valises.	Baskets.	Boxes.	Bundles.	Trunks.	Valises.
Nov. 19	Steamship Reina de los Angeles (baggage from Havana, arrived at this port).....			4	6								
Nov. 23	Steamship Saratoga (baggage from Havana, arrived at this port).....		4	6	3					1	6	3	
	Total		4	10	9					1	6	3	

Inspection of immigrants at Santiago for the week ended November 24, 1900.

SANTIAGO DE CUBA, November 24, 1900.

SIR: I herewith submit report of alien steerage passengers at this port during the week ended November 24, 1900: November 22, British steamship *Tyrian*, from Kingston, Jamaica, with 3 immigrants; British schooner *Annie E. Wood*, from Kingston, Jamaica, with 16 immigrants; total, 19.

Respectfully,

R. H. VON EZDORF,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

Inspection of immigrants at Guantanamo for the week ended November 24, 1900.

GUANTANAMO, CUBA, November 24, 1900.

SIR: I herewith submit report of alien steerage passengers at this port during the week ended November 24, 1900: November 23, Spanish steamship *Berenguer el Grande*, from Barcelona, Spain, with 25 immigrants.

Respectfully,

LUIS ESPIN,
Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

FRANCE.

Report of immigrants sailing from French ports to the United States, January 1 to September 1, 1900.

PARIS, FRANCE, November 23, 1900.

SIR: I have the honor to inclose herewith report on emigrants sailing from French ports to the United States during the first eight months of 1900:

Respectfully,

S. B. GRUBBS,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

[Inclosure.]

Emigrants sailing from France direct for the United States embark at Havre, Cherbourg, or Boulogne-sur-Mer. Occasionally a few steerage passengers sail from Marseilles, but the vessel generally touches afterwards at an Italian port and so can be considered from that last country. Among these emigrants from France, the French form a very small proportion, by far the largest number coming from Italy, being "shipped" through from centers, as Modena, in special emigrant trains or special cars on regular trains similarly managed to those in the United States. These trains take the passengers slowly but without change direct to the steamer's dock. This trip generally requires three days from the southern part of France to the port on the northern coast and taken in an ordinary third-class compartment, always full, must be a trial of endurance and a discomfort, after which our immigrant sleeping cars must seem luxurious. It is on account of this journey that many pale, red-eyed individuals sometimes with coated tongue and quick pulse must be considered even after careful examination, as simply "*fatigué de voyage*."

All emigrants from the East or Levant, probably the most undesirable and surely the most dangerous from a quarantine point of view, sailing from French ports, come by way of Marseilles. They collect at the various Mediterranean ports and are taken up by the steamers that make the Mediterranean trip, generally with Marseilles as their port. The Messageries Maritimes is the only company having such a regular service.

Two other companies make the Mediterranean trip but at irregular periods, and I believe most of the passengers come by the regular line.

The sailings of the Messageries Maritimes are as follows: One line sailing every two weeks proceeds by way of various ports of the north coast, including Smyrna and Constantinople, to alternately Odessa and Novorossisk. This route requires nine days from Constantinople and eight from Smyrna—shown on Map 2; a second (circular) itinerary (Map 1) makes the ports of Naples, Piraeus, Smyrna, Dardanelles Constantinople, Dardanelles Smyrna (eight days), Vathi, Rhodes, Beirut, Jaffa (every second vessel), Port Said, Alexandria, and Marseilles. The vessels sail every two weeks, while in the opposite direction, that is, going to Alexandria and making the same ports, the sailings are weekly.

Thus it appears that all passengers from Smyrna are at least seven days out before arriving at Marseilles; from Beyreuth, nine days, and from Port Said and Alexandria (very few), six days. After that an average of three days passes before they sail.

It is the Compagnie Générale Transatlantique (Havre), Hamburg-American (Boulogne and Cherbourg), and Holland-American (Boulogne) lines that take these eastern passengers. The American Line (Cherbourg) not only does not seek these eastern emigrants, but refuses them, and the North German Lloyd, the only other line to the United States, takes very few steerage passengers from France.

As to numbers by these various lines, the following represent the number during the first eight months of 1900: French Line, 23,092; Hamburg-American Line, Boulogne, 1,798; Cherbourg, 127; Holland American Line, 2,681; American Line, 469, approximate; North German Lloyd Line, 25.

Of these emigrants 3,784 carried by the French Line came from the Levant or Orient via Marseilles as indicated, 1,093 sailing by Hamburg-American Line from Boulogne, and 13 from Cherbourg on same line. Of the emigrants sailing on Holland-American Line from Boulogne 636 were from Syria and Armenia, and as stated above, the North German Lloyd and American lines took no emigrants of this class. As for totals, it seems that during the first eight months of 1900, 28,192 steerage passengers sailed from French ports for the United States and that 4,526 of these came from eastern countries.

I have attempted to ascertain how many of the above passengers came from Smyrna and Beirut during the time plague was reported at these places, but find either none or very few so registered. This is undoubtedly due to the schooling each emigrant receives.

It must be remembered that on account of the French laws no emigrants can be booked in France, or be ticketed through France, if not to sail from a French port, consequently none of the companies sailing from English ports can have an agency for emigrants here. However, there is undoubtedly a certain number of these passengers who cross France more or less independently to sail from English ports, but naturally no record can be kept of these.

The inclosed sketches (Maps I and II) will serve to indicate the lines of emigration through France to the United States.